



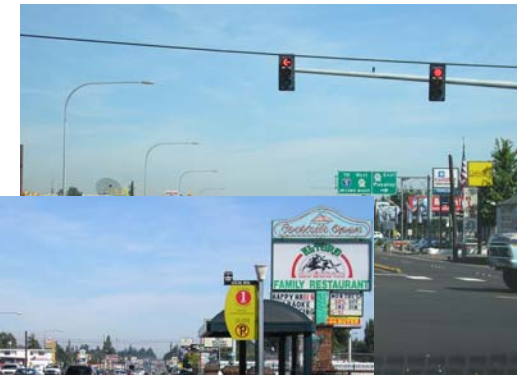
Integrating Transit Needs in Route Development Plans SR 7 Case Study

WSDOT Public
Transportation Conference

August 24, 2005

Janine Robinson, AICP
Senior Planner, Capital
Development

Stephen Abernathy, AICP
Senior Planner, Operations
Planning



OR...

What happens when WSDOT sends you “The Letter”...



...and a positive exchange occurs.

Pierce Transit has not been involved in a Route Development Plan process.

However.. have been involved in corridor projects.



SR7 Safety Improvement Project



Courtesy of WSDOT

Initial project design presented to public March 12, 1998.

Project put on hold due to funding.

Re-started as a result of the “Nickel Package” in 2003.

Accident rate nearly double that of other business access state routes

SR 7 Safety Project included

- Sidewalks
- Bike lanes
- Grass-lined swales
- Bus pullouts
- Street lights



- Access management (reduction in driveway conflict points)
- Signal system improvements

*Photos courtesy of
WSDOT*

“The Letter” arrives...

Requesting Pierce Transit to
review the plans.
(2003)



- The plans illustrated the loss of up to 14 bus stops along the project extents...



...that would have significant impacts on ridership.



SR7 served by Route 1.

- 15-minute weekday service.
- Mid-County Bus Plus.
- Parkland Transit Center.
- Roy "Y" Park & Ride.
- 6,600 Passengers a day utilize fixed-route service.

Adjacent land uses are transit supportive,



..multi-family housing & mobile home parks, community center;



...serves Pacific Lutheran University,

..and the Garfield
Business District.

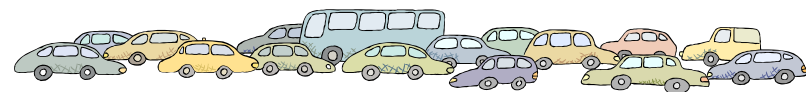


- Dialogue began.
- Education of WSDOT designers of transit's needs.
- Demonstrating the need to look "beyond the curb-lines."



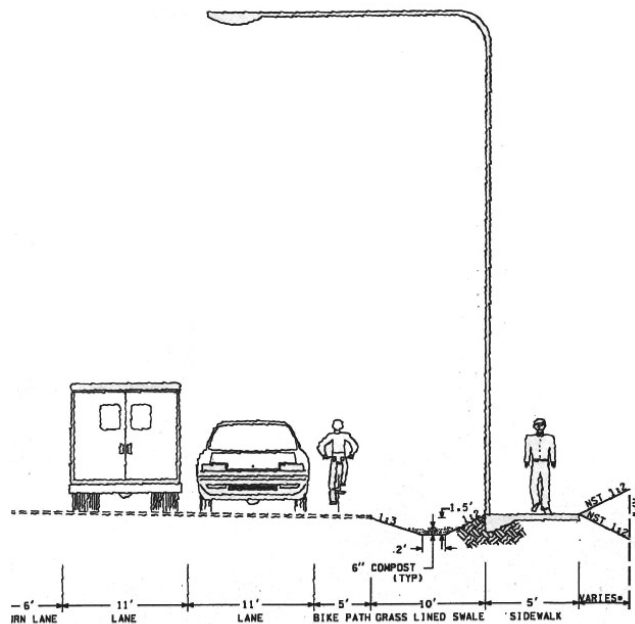
Education on the importance of:

- Adjacent land uses & siting of bus stops
- Efficiency of far-side bus stops when coupled with TSP.
- Priority treatments at congested intersections (e.g. queue jumps).
- Transit's contribution to solving capacity issues.

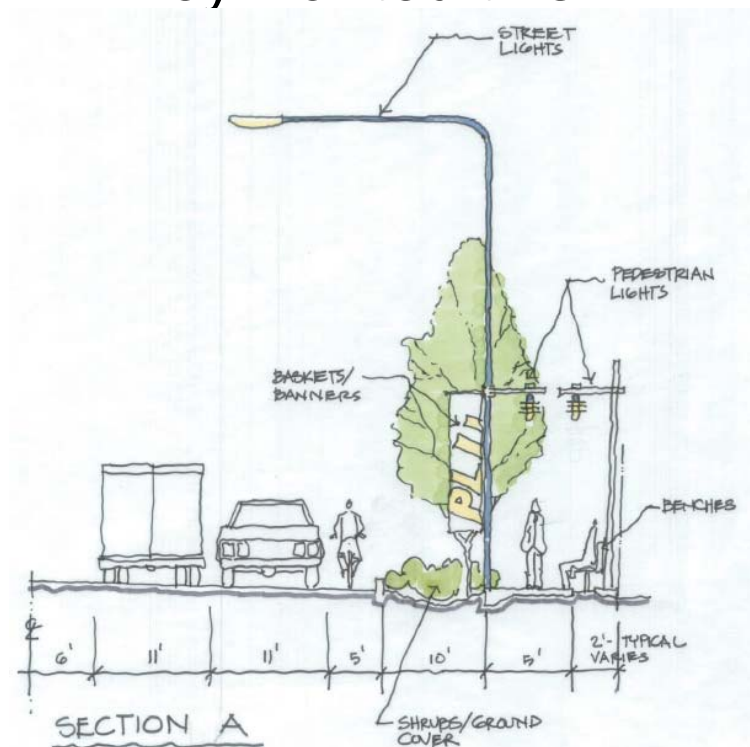


At the same time, the community had a few ideas of their own...

Instead of this...



They wanted this...



Challenges...

- Siting of mid-block pedestrian crossings.
- No queue jumps exist in Olympic Region.
- No ROW could be acquired.
- Limitations of “safety” project – not a “mobility” project.



More challenges...

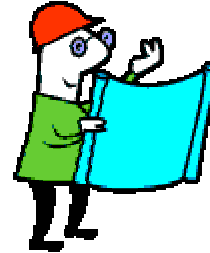


- No Corridor Plan for SR 7
- Comprehensive, multi-stakeholder involvement was needed.

- No Pierce Transit long-range plan
- Transit agencies only mandated to plan six years into the future.

Lessons Learned

- Roadway designers need to look “beyond the curb-lines.” Look at land-use & transit connections.
- View **transit** as a way to increase the **capacity** of the system – more than just a stakeholder (or a box to check!)



Lessons Learned cont'd...



Project definition needs to be flexible to input & revision from stakeholders.

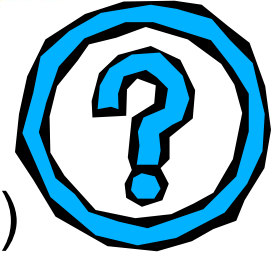
SR7 is a good example of WSDOT being flexible and incorporating revisions from stakeholder input after 'project' classification.

Lessons Learned cont'd...

- A **long range transit plan** will help roadway planners and designers & communities understand transit's role and needs...



– and create funding opportunities!



The end result... (almost)

- **Quarterly meetings** with key Olympic Region decision makers.
- Designated **transit liaison** at WSDOT.
- A project with *several* funding **partners**-instead of a single source.
- An improved **SR 7 Project** with input and support from the community it serves.
- The first **Queue Jump** in the Olympic Region!



QUESTIONS?

